

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:

TAKI TOOO
DCA-03-MM-035

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Wednesday,
June 18, 2003

INTERVIEW OF:

NATHANIEL RUDA

PRESENT:

BOB FORD
LIEUTENANT GILMORE
BILL WOODY
KENNETH LAWRENSON
ROB JONES

1 P R O C E E D I N G S

2 MR. FORD: Good afternoon, Mr. Ruda. Just
3 for the record, it is June 18, 4:05 in the
4 afternoon.

5 My name is Bob Ford, I am with the National
6 Transportation Safety Board. And I will just go
7 around the table, they can all introduce themselves,
8 and tell you who they are.

9 MR. RUDA: Okay.

10 MR. WOODY: Bill Woody, NTSB.

11 MR. JONES: Rob Jones, with the National
12 Transportation Safety Board.

13 LIEUTENANT GILMORE: Lieutenant Gilmore with
14 the Coast Guard.

15 MR. LAWERNSON: Ken Lawernson with the Coast
16 Guard at Portland.

17 MR. FORD: Okay. Sir, if you could you
18 introduce yourself now.

19 MR. RUDA: Yes, my name is Sam Ruda,
20 actually my given name is Nathaniel Ruda, N-A-T-H-A-
21 N-I-E-L. I am the Marine Director at the Port of
22 Portland.

23 MR. FORD: And your last name is spelled
24 R-U-D-A, right?

25 MR. RUDA: That is correct.

1 MR. FORD: And you are Director of Port of
2 Portland, okay.

3 MR. RUDA: Marine Director.

4 MR. FORD: Marine Director.

5 And from what I understand you have some
6 information regarding the accident on the Taki Too
7 on June 14 of this year.

8 MR. RUDA: Well, I don't have information as
9 it relates to the specific incident in terms of the
10 capsizing of the Taki Too, all my, I guess what you
11 deem, deem relevant or not relevant is the fact that
12 I was on another boat at the same time, from the
13 same charter company, you know, basically leaving
14 the dock at about 6:00 a.m., which is approximately,
15 I think the same time that the Taki Too left. So, I
16 can, I can comment really on two things. The
17 condition of the water, getting out through the jaw
18 and maybe just some general comments about, you
19 know, the safety procedures what was at least said
20 on our boat relative to the conditions.

21 MR. FORD: Okay. Well, why we don't just go
22 with what you saw starting from leaving the dock.

23 MR. RUDA: Yeah, well, of course, leaving
24 the, you know, there was about 20, 20 people plus,
25 between 19 and 20 guests plus the captain. The

1 captain of our boat happened to be the brother of, I
2 believe her last name is Buell, who was one of the
3 survivors on the Taki Too.

4 MR. FORD: And which boat were you on?

5 MR. RUDA: I do not know the name of the
6 boat. But, it was the boat captained by the deck
7 hand's brother, also with the last name of Buell, B-
8 U-E-L-L. So, I just can't recall the name of the
9 boat.

10 MR. FORD: What color was it?

11 MR. RUDA: What color was it?

12 MR. FORD: Yes. Was it the blue one, was it
13 possibly Tron Buell and his deck hand was a female?

14 MR. RUDA: Yes, that was the boat.

15 MR. FORD: Okay. And that is the Norwester.

16 MR. RUDA: Right.

17 MR. FORD: Okay. So, if you could continue.

18 MR. RUDA: So, I just, you know, having
19 grown up around boats on the Jersey shore, I just
20 thought it was a lot of people for that size boat.
21 That was just kind of an initial observation. The
22 other observation was that I think they spent no
23 more than a minute going over kind of rules and
24 safety. The immediate rule was no standing while
25 the boat is, you know, engaged, moving forward,

1 going outward to the sea. That rule was immediately
2 broken getting near, getting near just beyond where
3 the water started getting rough before the
4 breakwater, because basically our captain didn't
5 want anybody on the bough, so everyone was in the
6 stern. So, literally we were on top of each other.

7
8 At that time no one in our boat was in the
9 cabin. And of course, we are not allowed per the
10 captain's instructions, in the actual wheel house.
11 So, no one in our boat was wearing life jackets, not
12 one of us, although they did tell us where the life
13 jackets were kept. So, that I just thought was kind
14 of odd.

15 I had seen kind of the wave action and the
16 mess and the conditions. I asked the deck hand, is
17 this normal conditions, abnormal conditions and she
18 commented that it was rougher than usual. If you
19 hear the captain throttle the engine, hang on for
20 dear life, was what she said.

21 So, you know, our boat, amongst others,
22 basically were when they got to where it starts
23 getting rough, I guess it must be before that sandbar,
24 you know, a number of the ships were just sort of
25 idling and gaining position. I think we took a

1 couple of, I remember we were further right, and the
2 captain shifted the boat left and I think probably
3 we were in some degree a staging for about, maybe
4 about 15 to 20 minutes, and then the captain started
5 slowing making his way through the jaw. But, it
6 was, it was definitely precarious. I was holding
7 on for, for, I was a little, I was a little
8 concerned about the conditions. But, I believe we
9 were probably one of the first boats out into the
10 ocean. I did not see any other boats in the area.
11 So, I believe we were just one of the first to, to
12 get out.

13 The captain must have, I guess, I don't
14 know what the, what the protocol is, but, the
15 captain certainly knew that something had happened.

16 The initial was that another boat's windshield had
17 broken, that later, maybe about another 10 minutes
18 later, that was a boat had, some people were
19 overboard. We actually turned around and started
20 coming back but we didn't come back and cross the
21 bar, but we did come back. Obviously, at that point
22 they knew that some people were, were overboard.
23 So, we were in sight of the Coast Guard chopper.

24 MR. FORD: Since you were talking about life
25 jackets, were they accessible? Could you see their

1 storage?

2 MR. RUDA: The life jackets in our boat were
3 located in the, in the cabin underneath the dinette
4 seats. So, could I see, I think the, I think there
5 is like a little cabinet or a drawer that you pull
6 aside, so, yes, I could have seen them in a
7 situation, in a capsizing situation, it would have
8 been impossible to get one out of there and get one
9 on. For two reasons. One, the speed and obviously
10 the distance of having to actually to get into the
11 cabin. And two, there were 20 people literally on
12 top of each other.

13 MR. FORD: Did anyone make any remarks
14 regarding a life jacket, like, boy, I wish I had one
15 now?

16 MR. RUDA: The only thing I would say is
17 that coming in, we returned at noon, I frankly was
18 kind of surprised that we didn't come back earlier,
19 but, that may not have anything to do with, that may
20 just be because from, even from a safety standpoint,
21 that was the best opportunity given the tide and
22 conditions to cross the bar back into, I guess, that
23 is Garibaldi Bay, or Tillamook Bay, I am not sure
24 what it is called. So, we returned at noon time,
25 and most, I would say about seven people had life

1 jackets on at that time including myself.

2 MR. FORD: Okay. And how did that occur, did
3 you request them?

4 MR. RUDA: No, I saw, you know, it is pretty
5 obvious, at least on our boat, the group that can
6 arranged this from, it was mostly Port of Portland
7 employees, a few wives, and so forth, the people
8 that arranged it are fairly seasoned boatmen and
9 fisherman. And when I saw one of them put a life
10 jacket, I think other people started doing the same
11 thing. One woman, I think there was one woman who
12 was, I think one of the wives, I think she was the
13 first to, to put one on. But, again, this was on
14 the return trip.

15 MR. FORD: So, she went into the cabin and
16 grabbed one or did she go to the deck hand and ask
17 for it? How did she get that life jacket?

18 MR. RUDA: Well, we knew where they were, I
19 believe, she just asked either her husband or
20 someone that was around to get one. So, no, the
21 captain or the deck hand did not provide it.

22 MR. FORD: Okay. Did you notice any debris
23 in the water as you were leaving first and then if
24 you were, as you were returning? But, first we will
25 start with as you were leaving, did you see any --

1 MR. RUDA: No, no debris.

2 MR. FORD: No debris.

3 And obviously then since you were all on
4 the aft deck, you would not have heard any VHF
5 communications.

6 MR. RUDA: Correct. I would say, there is
7 another thing about communications just in terms,
8 no, we would not have heard any radio broadcast. I
9 would say too, that just in terms of the intercom
10 system, in terms of the cabin, from the captain
11 issuing commands, the captain is part of just the
12 fishing, would give kind of, call out to, you know,
13 when to throw out your line, when to bring it in and
14 everything. But, when the engines running, you can
15 barely hear, in an emergency, you know, other than
16 the one line of, you know, throwing the line out,
17 bringing it back in, you know, it was basically
18 inaudible.

19 MR. FORD: Basically, in the care of the
20 passengers, do you feel that you received it from
21 the captain and the mate?

22 MR. RUDA: Well, that is a fair question to
23 ask, and I have nothing to compare it to other than,
24 because I am not a fisherman, but, I would say, I
25 would say no. It was, I think they have enough

1 experience to know that, you know, this is, this is,
2 you know, crossing the bar was a little bit
3 treacherous. At minimum one would think that you
4 should actually be wearing, they should have called
5 out that you should actually be wearing life
6 jackets, at least up through crossing the bar.

7 MR. FORD: Can --

8 MR. RUDA: Nothing like that was inferred or
9 suggested, or mentioned, other than we have life
10 jackets onboard, this is where they are located.

11 MR. FORD: Can you describe how he made his
12 departure out from the jetties until he was out into
13 flatter water?

14 MR. RUDA: Yes. Well, I would say, you
15 know, two things that I know. One thing that is
16 relevant and that the, the people that arranged this
17 with the Port of Portland have done this every year
18 and they specifically ask for Tron, Captain Tron and
19 the boat that he uses. So, it wasn't luck of the
20 draw necessarily that we got that captain. So, he
21 was requested by name since the group that organizes
22 this, does this. So, I just know that, you know,
23 obviously we were idling for awhile. The same area
24 where the other boats were. And I am assuming that
25 during that period people were, the captains were

1 judging the wave cycles, conditions and so forth. I
2 remember going out, he did not just throttle it and
3 we just went, you know, throttled it and full out,
4 it was throttle, off throttle, positioning, throttle
5 again, pushing the throttle back down. So, it was
6 fits and starts going out. It was very methodical.

7 MR. FORD: Did you do a lot of rolling, or
8 did you, did you find yourself in the trough, I
9 should say, where you were rolling?

10 MR. RUDA: At little bit. But, there was
11 some fairly significant, you know, upward motions
12 and downward motions. I mean, I was holding on, on
13 tight.

14 MR. FORD: Okay.

15 MR. RUDA: And I was one of the few people
16 sitting. Other people were leaning against things,
17 standing. I mean, frankly speaking, they are
18 outside in that aft, in that stern section, there is
19 not enough room for everyone to sit outdoors.

20 MR. FORD: Okay. Well, we have been told
21 that fishing should be a fun experience. Did you
22 find it that way on that day?

23 MR. RUDA: I found the whole experience to
24 be six hours of pure hell.

25 MR. FORD: Okay. Let me turn it over now to

1 Bill Woody and see what he would like to ask.

2 MR. WOODY: Okay. Once you got pass the bar,
3 did you find that the ocean was calmer, more
4 friendly?

5 MR. RUDA: It certainly was, was calmer than
6 going through the jetty action. I mean, there was
7 spots where, you know, it got a little, a little
8 rough, but the experienced fishermen were set up and
9 it was a little bit, it was little bit, well, let me
10 go back. We fished in two distinct places. We
11 first, after we got through the jetty, we cruised
12 for about 15 minutes, I would say almost, almost
13 straight out. It was a little bit rough. But,
14 people had, you know, the first kind around of
15 fishing had come through. And it was, you know, it
16 was rougher than I would have expected, but other
17 people on the boat were, were fishing and standing
18 and I guess holding on to the rails. I remained
19 seated the whole time and actually didn't fish.
20 Then we came back in after, I guess the distress
21 call and observed the whole, some of the, within
22 sight of the chopper. We then went back out and
23 then we, we then, I am assuming, I think that the
24 direction was south, and I am not sure if I have the
25 terminology right, but we ended up going for maybe

1 about 20 minutes and I believe it was south.
2 Because I remember passing or seeing those two rock
3 formations that kind of just a little bit out in the
4 ocean that are next to each other, two rocks, rock
5 formations that stick up out of the ocean. And then
6 we were fishing in an area, something called the
7 Chicken something.

8 MR. WOODY: Okay.

9 MR. RUDA: Is what the fishermen referred to
10 the area as, you know, so we were in sight of land
11 and everything. So, that was a little bit calmer
12 and that is the only time when I actually saw
13 another boat, another fishing boat.

14 MR. WOODY: And so the entire time you
15 didn't do any fishing.

16 MR. RUDA: I did not do any fishing. I was,
17 I was just, and I wasn't fishing, I didn't fish
18 that, for really the balance of, I would say close
19 to four hours, simply because I was pissed off
20 because, I just thought the whole thing was unsafe
21 and yeah, just the whole --

22 MR. WOODY: Okay. About the other fishermen
23 were, they, what percent of them were fishing, of
24 the 20 people, was there nine or 10 --

25 MR. RUDA: Well, you had about, I think for

1 the most part everyone was fishing. There was maybe
2 about three people that, three to four people at any
3 time, that weren't fishing and that was a function
4 that they were sick.

5 MR. WOODY: Okay.

6 MR. RUDA: And chumming.

7 MR. WOODY: Yeah, there are always some
8 folks that do get sick.

9 MR. RUDA: Yeah, yeah.

10 MR. WOODY: Were --

11 MR. RUDA: Actually, you know, the majority
12 of the people were fishing and the fish count was
13 about 130.

14 MR. WOODY: Was that a good, did they regard
15 that as a good count that day?

16 MR. RUDA: Yeah.

17 MR. WOODY: Okay.

18 MR. RUDA: I mean, I mean, I mean, people
19 were catching fish left and right.

20 MR. WOODY: Okay.

21 MR. FORD: When this was going on, the
22 captain's sister was on the Taki Too, what was his
23 demeanor?

24 MR. RUDA: You know, my only, my only
25 ability to and I didn't know that his sister was one

1 of the people until, until I think right as we were
2 coming back in dock, somebody mentioned that. You
3 know, the only thing that he was saying was really
4 giving the instructions for when to throw the line
5 out, when to bring it in. That is really the only
6 thing we, we, we heard from him. I think he came,
7 he may have came out on the, you know, at least I
8 saw him on the stern, maybe a couple of times, and
9 his demeanor was pretty casual.

10 MR. WOODY: This is Bill Woody again.

11 You mentioned going out into some big seas,
12 was there ever a pitching where the vessel stood on
13 the end or anything like that?

14 MR. RUDA: No, no. The motions were typical
15 wave action, you know. Vertical up, vertical down.

16 MR. WOODY: Okay.

17 MR. RUDA: You know, I will say, you know,
18 again, I don't have a lot of relative experience to
19 compare this to, I mean, this was, this was a
20 knowledgeable captain. I mean, just in terms of
21 what I observed and in terms of the way he
22 approached getting out of the jetty, and also coming
23 back in.

24 MR. WOODY: If somebody had asked you to
25 wear a life jacket, just said, it is a little rough

1 today, whenever it is rough, we ask you to wear a
2 life jacket, how would that have affected you, say
3 when you were still at the pier?

4 MR. RUDA: Well, I would equate it,
5 personally, to the same thing as fasten seat belts
6 on coming on on an airplane, after it has been
7 turned off, when you get to cruising altitude and
8 then you hit some, hit some chop. I mean, I am from
9 the school if the captain says seat belts, if the
10 captain says life preserver, they know what they are
11 talking about.

12 MR. WOODY: All right. That wouldn't have
13 caused you apprehension, I guess I am asking?

14 MR. RUDA: Well, I would say it wouldn't
15 have caused any more apprehension than I already
16 had.

17 MR. WOODY: Okay. If you are wearing a life
18 jacket going across that area, just outside of the
19 port, would that have made you feel more
20 comfortable?

21 MR. RUDA: Absolutely.

22 MR. WOODY: Okay.

23 MR. RUDA: I mean, that was really my, even
24 before this incident, you know, knowledge of this
25 incident, was, you know, I was really bothered by

1 the number of people in the stern, not really any
2 information about the conditions, no condition,
3 other than my questioning the deck hand as to is
4 this normal conditions, abnormal conditions, and so
5 forth.

6 MR. WOODY: Okay. One last question from me,
7 that I can think of now. Coming back in, how would
8 you characterize the transit back in as far as how
9 well the vessel rode?

10 MR. RUDA: Well, coming back in was, was a
11 non event. There was maybe about 30 seconds when we
12 got close to the, to the, I guess it is the bar, and
13 we kind of rode it in, and it was, it was a non
14 event.

15 MR. WOODY: All right. I think that is all
16 I have, unless you, I remember one thing, do you
17 remember, you mentioned there was no debris.
18 Nothing like a log or anything like that.

19 MR. RUDA: No, I didn't see any, any debris
20 or any hazards in the water.

21 MR. WOODY: Okay. Thank you, that is it for
22 me.

23 MR. JONES: Mr. Ruda, hi, this is Rob Jones.

24 MR. RUDA: Yes.

25 MR. JONES: On a scale of 1 to 10, I guess

1 you could use 10 as, on the way out being rough,
2 what would you say was like coming back in?

3 MR. RUDA: A two.

4 MR. JONES: Okay.

5 MR. RUDA: It was night and day. Completely
6 different, completely different conditions.

7 MR. JONES: But, you, and you said by seven
8 people or so did put life jackets on coming back in.

9 MR. RUDA: Yes.

10 MR. JONES: But, the captain or deck hand
11 did not say put them on?

12 MR. RUDA: No.

13 MR. JONES: Okay. Was there, with the
14 groups you with, did anybody bring beer with them?

15 MR. RUDA: No, there was no alcohol on the
16 vessel. The only, the only beverages were the
17 captain, just as part of the came with the ship, was
18 coffee and I think some people had brought some
19 food, maybe a coke or a diet soda. Someone brought
20 ginger ale because they said that is good for upset
21 stomachs. But, absolutely no alcohol.

22 MR. JONES: Now, how do you know that? Were
23 you told ahead of time that there was no alcohol --

24 MR. RUDA: Well, no, I am answering was
25 anyone drinking alcohol on the ship, I saw no one,

1 and --

2 MR. JONES: Well, was there any mention made
3 to you ahead of time that this vessel, you are not
4 allowed, not only to bring it, but nor do they serve
5 it or provide it or anything?

6 MR. RUDA: No. There was no mention of it.

7 MR. JONES: Okay. So, if you wanted to
8 bring a six pack with you, you know, I am just
9 wondering if you would have been allowed to do that.

10 MR. RUDA: I can't answer it, but there was
11 nothing that said it wasn't allowed.

12 MR. JONES: Okay. Nothing in the safety
13 briefing --

14 MR. RUDA: Nothing.

15 MR. JONES: -- before you left.

16 MR. RUDA: Nothing.

17 MR. JONES: Okay.

18 MR. RUDA: Safety briefing covered, covered
19 two subjects. One was how many fish you could
20 catch, and basically don't stand while that boat is
21 on its way out to the, to the ocean. Mentioned
22 something about if you get seasick, being on the
23 head is the worse place for you. Mentioned
24 something about that there was, there is a life raft
25 on the, I think it was on the trans that would

1 disengage automatically, not the trans, just the,
2 the, the deck house, I guess is what you call it.
3 And that we are not allowed up there, but that the
4 flotation raft would automatically discharge. There
5 was, there is a, he did mention and I did see it
6 because it was in the aft section, he mentioned that
7 there is a, one of those round life, it is not a
8 life preserver, but it is just one of those, it is
9 attached to a string that if someone went overboard,
10 you would throw that out.

11 MR. JONES: Ring buoy.

12 MR. RUDA: Yes, ring buoy, excuse me. And
13 he mentioned that. But, that is it. That whole
14 discussion lasted about, less than two minutes.

15 MR. JONES: Okay. You said your impression
16 of that vessel was that it is was overcrowded, would
17 that be a fair statement?

18 MR. RUDA: Yeah, when everyone, everyone was
19 in the aft, we were on top of each other.

20 MR. JONES: Did you see the Taki Too go out
21 with her passengers?

22 MR. RUDA: I just don't, I saw other boats
23 out there before going through, going over the bar,
24 going out, and I just, I don't know if it was the
25 Taki Too or not.

1 MR. JONES: Did any of those look crowded to
2 you?

3 MR. RUDA: Yes. They all looked crowded to
4 me.

5 MR. JONES: Okay.

6 MR. RUDA: You know, growing up on the
7 Jersey Shore, I have seen, you know, these fishing
8 charters, and the first thing that struck me when I
9 did, you know, get on the boat was the boat seemed
10 smaller than I was expecting.

11 MR. JONES: Where on the Jersey Shore did
12 you grow up?

13 MR. RUDA: Monmouth County near Sandy Hook.

14 MR. JONES: So, have you ever got out
15 Madison Inlet?

16 MR. RUDA: I know where it is, no, I have
17 only gone out on boats out of, out of, you know,
18 Seabright area, Monmouth Beach and so forth. And I
19 have worked on, on boats, just more doing teak work,
20 transmen work, glass work and some stuff like that.

21 MR. JONES: Okay. I am just, I know Barnget
22 Mass pretty good and I was just trying to get an
23 idea of that compared to a bar, if you had the
24 knowledge of it.

25 MR. RUDA: Yeah.

1 MR. JONES: Okay. I think that is all I have
2 for you, thanks.

3 MR. FORD: Anyone?

4 LIEUTENANT GILMORE: Mr. Ruda, this is
5 Lieutenant Gilmore here.

6 MR. RUDA: Hi, Lieutenant.

7 LIEUTENANT GILMORE: Sir, I need you to
8 paint a little picture for me, because I am a little
9 slower than the rest.

10 Hey, how long have you been marine port
11 director?

12 MR. RUDA: Well, I just came over. This is
13 month two for me. But, I do have a marine
14 background, prior to being at the Port, I was
15 director of local transportation for Nike, and then
16 before that, I spent 15 years in the container
17 shipping industry, not on vessels.

18 LIEUTENANT GILMORE: Okay. So, how much time
19 have you been at sea?

20 MR. RUDA: Very little.

21 LIEUTENANT GILMORE: Very little at all.

22 MR. RUDA: Yes.

23 LIEUTENANT GILMORE: Okay. When you went out
24 and you were, you say it was crowded there on the
25 stern when you were crossing the bar, but when you

1 actually went to go fishing --

2 MR. RUDA: Well, people then spread out
3 around the sides of the ship and up to the bough
4 area.

5 LIEUTENANT GILMORE: Okay. So once you
6 actually got off the stern, people were able to
7 spread out or to go into the cabins they wanted, did
8 it still seem to be crowded or did you feel like now
9 there was room to be about and --

10 MR. RUDA: No, there was room to be about.

11 LIEUTENANT GILMORE: Okay. Before you went
12 out, do you have any idea of how high the waves were
13 where you crossed the bar or as you were crossing
14 the bar, I mean?

15 MR. RUDA: You know, I, it would be
16 difficult for me to say, because I would just be
17 throwing out numbers.

18 LIEUTENANT GILMORE: Okay.

19 MR. RUDA: But, we --

20 LIEUTENANT GILMORE: Okay. Don't throw
21 numbers at me. Like I say, if I a visual person.

22 MR. RUDA: Yeah, we took --

23 LIEUTENANT GILMORE: When you were seeing
24 the waves, did any of them come over the sides of
25 the vessel?

1 MR. RUDA: No, they did not. I was, I was
2 seated outside and I stayed fairly, fairly dry.

3 LIEUTENANT GILMORE: Okay. So, when you were
4 doing the up and down over the waves, did you have
5 much sea spray blowing back on you all?

6 MR. RUDA: Just a little bit, not much at
7 all.

8 LIEUTENANT GILMORE: Not much at all. So,
9 you stayed pretty dry.

10 MR. RUDA: Yes.

11 LIEUTENANT GILMORE: Okay. All right.

12 MR. RUDA: And I was just in, you know, just
13 under sort of the overhang of the, of the cabin.

14 LIEUTENANT GILMORE: Right. You know, I
15 hear you expressing the concerns. I feel for you
16 for being pretty upset and everything. When you
17 were looking at some of the wives out there, how
18 did, how did they seem to be reacting as you were
19 going through the bar?

20 MR. RUDA: People were, there were a number
21 of us that were kind of, kind of concerned.

22 LIEUTENANT GILMORE: Okay. Kind of --

23 MR. RUDA: Not, not just, not just the
24 women.

25 LIEUTENANT GILMORE: Well, I was working

1 through the group and moving up. I wasn't calling
2 you a woman, that is not what I was --

3 MR. RUDA: Not implying it, not implying it.

4 LIEUTENANT GILMORE: I was going to go next
5 to that, though, the men, you say you were seated,
6 but they were standing there. Were they holding
7 onto the sides, I mean, did they seem to maybe be
8 able to stand and rock with the vessel, kind of --

9 MR. RUDA: Pretty much everyone was holding
10 on to something.

11 LIEUTENANT GILMORE: Okay. Death grip
12 holding or just kind of like on a subway?

13 MR. RUDA: I was in a death grip and I was,
14 I would consider that my grip was, was probably a
15 little bit more than others. And I just attribute
16 that to probably experience. But --

17 LIEUTENANT GILMORE: Can I get you to hold
18 on just one --

19 MR. RUDA: People were holding on and I
20 would say definitely a little bit more than a strap
21 hanger type, if you want to equate it to a subway.

22 (Change of tape.)

23 LIEUTENANT GILMORE: So, you are not able to
24 give me the waves and everything.

25 MR. RUDA: Yeah.

1 LIEUTENANT GILMORE: The captain, you say
2 that you couldn't hear any transmission, right, when
3 he was talking on the radio?

4 MR. RUDA: Correct.

5 LIEUTENANT GILMORE: Did he talk to anyone
6 else besides the deck hand?

7 MR. RUDA: No.

8 LIEUTENANT GILMORE: Okay. So, nobody else
9 ever went up to talk to him, he didn't invite
10 anybody up on the bridge?

11 MR. RUDA: No, we were told we can't be in
12 the wheel house.

13 LIEUTENANT GILMORE: Okay. So, it was, he
14 never invited anybody up then.

15 MR. RUDA: Correct.

16 LIEUTENANT GILMORE: Okay. Listen that is
17 all the questions I have got. I will see if Mr.
18 Lawrenson here has any.

19 MR. LAWERNSON: I just want to make sure
20 that I didn't miss something here. Where was the
21 deck hand when the vessel was crossing the bar?

22 MR. RUDA: She was in the, she was in the
23 aft section as well.

24 MR. LAWERNSON: Okay. So, she was back with
25 the passengers.

1 MR. RUDA: Yes, she was.

2 MR. LAWERNSON: I think that is all I have
3 all.

4 MR. RUDA: You know, the, you know, my final
5 comment on this and I guess it is the, it is, I
6 think this will present, I think you and your team
7 with, I guess the most, a lot of complexity is, is
8 that this is one of those cases where, you know,
9 definitely the weather was rough, but no one was
10 giving, no one was giving any, any indications of
11 danger.

12 MR. LAWERNSON: So, you would say that they
13 didn't feel that they were in a hazardous situation?

14 MR. RUDA: No, no one was saying, you know,
15 this is possibly a potential to be imperial. It was
16 definitely this could get a little rough, but that
17 didn't spark any concern with, you know, any of the
18 experienced people. And because it didn't spark any
19 degree of concern with them, it didn't spark any
20 degree of concern with anyone else other than yours
21 truly.

22 MR. LAWERNSON: It would be like, say for
23 those that are going there, it was just another day
24 at the bar.

25 MR. RUDA: Yes, yeah, exactly, exactly.

1 MR. LAWERNSON: Okay. Mr. Ruda, I
2 appreciate your time --

3 MR. FORD: Just a few wrap up items. Could
4 I get your age, please?

5 MR. RUDA: Yeah, I am 40 years old.

6 MR. FORD: Forty. Okay. And your address?

7 MR. RUDA: You want my work address or my
8 home address?

9 MR. FORD: Probably your work is fine.

10 MR. RUDA: Yeah, it is the, I am at the Port
11 of Portland, and the address at the Port of Portland
12 is [REDACTED]
13 [REDACTED].

14 MR. FORD: And zip?

15 MR. RUDA: [REDACTED].

16 MR. FORD: And telephone number, please?

17 MR. RUDA: Yes, [REDACTED].

18 MR. FORD: Okay. Is there anything else you
19 would like to offer, I mean, you have a wide open
20 floor?

21 MR. RUDA: You know, I am interested in
22 working with, whether it is the state agencies, the
23 Army Corps of Engineers, because I know one of the
24 things that have, that immediately came up in this
25 is, is well, gee, the Corps needs to dredge the, the

1 sandbar here. And one of the things that I am very
2 involved in, obviously, with my role at the Port, is
3 this whole issue of dredging for the channel
4 deepening project. And you know, this is more a
5 comment than the media, more than anything, but the
6 impression that it is giving the general public is
7 that you just pick up the phone and call the Army
8 Corps of Engineers and then they come down in a
9 heartbeat and do the work. And, you know, we have a
10 process in this state with environmental processes,
11 permitting process, and all the relevant agencies
12 that, I think just defies commonsense and logic.
13 The Port of Portland operates and owns a dredge. We
14 have got to find a better way of having a plan where
15 all the stakeholders, if dredging is one of the
16 things that is needed here, we have got to find a
17 way that kind of, not short circuits all these
18 environmental issues, but just we work smarter, so
19 that, you know, stuff can get done. Because this
20 is, whether it is the channel or other things, the
21 whole process is, needs to be fixed.

22 It is really, it is a mess.

23 MR. FORD: Well, thank you very much for
24 that. We will be looking into everything in our
25 report, I know that.

1 MR. RUDA: Yes. Okay. Thanks a lot.
2 MR. FORD: Thank you.
3 MR. RUDA: And give my best to Captain Jule.
4 MR. FORD: Will do.
5 MR. RUDA: Yes, thanks. Bye.
6 (Whereupon, the interview was concluded.)